

SECRET

MEMORANDUM FOR: CRS/ADD Release

SUBJECT: Release of ER RP 75-25, Trends in Soviet Civil Aviation, September 1975, Secret, to Foreign Governments.

1. It is requested that the attached copy of subject report be forwarded as follows:

25X1C

#112

2. All OER responsibilities as defined in the DDI memorandum of 13 August 1952, "Procedures for Dissemination of Finished Intelligence to Foreign Governments," as applicable to this report have been fulfilled.

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Chief, St/P/C/ER

1 Attachment

The dissemination requested by
this memorandum has been completed:

By:

Date: 10/20/75

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RECORD OF REVIEW OF OER PUBLICATIONS FOR SECURITY/SANITIZATION APPROVAL

SUBJECT

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34.7057

RP 75-25

BLANCH

EXTENSION

5/17

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SECURITY REVIEW

18 Sept. 75

SANITIZING INSTRUCTIONS

ITEM	DATE	INITIALS
UNEDITED DRAFT		
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No deletions required for release

RELEASABLE TO

FOREIGN RECIPIENT	YES	NO
	X	
25X1C	X	X
	X	
list		X

SUBSTITUTE

REMARKS

Sources - FBIS, ABC World Airways Guide, Flight International, State, some DDO. RP will be classified SECRET and will be released to the foreign governments indicated above.

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22 August 75

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Deletions for release to (in response to (IN 696593), 25 September 75 -- Copy attached):

1. Retype cover omitting all but title, date, classification, and copy number.
2. Delete Note at the bottom of page 1.

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6 October 75

Deletions for release

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*Same as for [redacted]
of this page.)*

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(See reverse side

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8 October 75

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TRENDS IN SOVIET CIVIL AVIATION

SUMMARY

1. Aeroflot, the Soviet national airline, is the world's largest. Linking more than 3,700 locations in the USSR and 67 foreign countries over a 500,000-mile route network, the airline carried 90 million persons in 1974, about 20% of the world total (see the map and Table 1). The airline's vast supply of equipment and personnel is geared primarily to domestic operations, which account for 95% of passengers carried. Aeroflot's international services extend over a broad but thinly served network, concentrated in Europe but stretching from the Western Hemisphere to the Far East.

2. To improve the airline's image, Soviet aviation policy shifted in the 1970s from the expansion of routes to an upgrading of services. In the 1960s, new routes extending beyond existing European services to the Middle East, Africa, and South Asia had been the focus of attention. Most were established for political reasons and remain uneconomic to this day. As Aeroflot filled out its network around the world, the Soviets began to stress fleet modernization, improved quality of passenger services, and operational safety.

3. The improvements in Aeroflot operations have been impressive, enhancing the airline's international image. Despite these gains, Aeroflot does not pose a commercial threat to major international airlines in the West. Its international services do not offer the frequency of flights or the route alternatives necessary to garner a significant portion of the highly competitive international travel market. The Soviets appear content to have Aeroflot provide limited service on extensive international routes to maintain political and economic ties and to augment Soviet military airlift capability.

DISCUSSION

4. Civil aviation in the USSR celebrated its fiftieth anniversary in 1973. From an amalgamation of small regional carriers operating primarily in European Russia, Aeroflot was established as the Soviet national airline in 1932. At the outbreak of World War II, Aeroflot's network extended some 100,000 miles --

**Aeroflot: Major International Routes
to Non-Communist Countries, Summer 1975**

